

Submission P001 (John Albertson, August 14, 2012)



Fresno to Bakersfield High-Speed Train Section
Revised Draft Environmental Impact Report/
Supplemental Draft Environmental Impact Statement
(Revised Draft EIR/Supplemental Draft EIS)

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
Proyecto Revisado de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental Proyecto Suplementario
(Proyecto Revisado EIR/Proyecto Suplementario EIS)

Please submit your completed comment card at the end of the meeting, or mail to:
Fresno to Bakersfield Revised Draft EIR/Supplemental Draft EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:
Fresno to Bakersfield Revised Draft EIR/Supplemental Draft EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period is from July 20 to September 20, 2012. Comments must be received electronically, or postmarked, on or before September 20, 2012.

El periodo de comentario es del 20 de Julio al 20 de Septiembre del 2012. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 20 de Septiembre del 2012.

Name/Nombre: John Albertson
Organization/Organización: California Tax Payer/Property Owner
Address/Domicilio: PO Box 119, Wasco CA 93280 (16284 Hwy 43)
Phone Number/Número de Teléfono: _____
City, State, Zip Code/Ciudad, Estado, Código Postal: _____
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

P001-1

If an access road is put on my property, it will be immediately outside our bedroom window, take a swath from the S end of our place, remove 10 fruit trees, wipe out an underground irrigation system, force me to move a gas line take out our berries & grapes (on trellis) and limit my access from SE corner gate. That chunk of property (the access road) might be better placed on Prospect N of our place. I do not want to move, am too old to start over somewhere, have too many boxes & of sweat equity to calculate.

John A

Response to Submission P001 (John Albertson, August 14, 2012)

P001-1

Refer to Standard Response FB-Response-SO-01, FB-Response-AG-02, FB-Response-AG-04.

Submission P002 (Ramona Valladares, August 14, 2012)



CALIFORNIA
High-Speed Rail Authority



Wasco

Comment Card
Tarjeta de Comentarios

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del 20 de Septiembre del 2012.

Name/Nombre: Ramona C Valladares

Organization/Organización: _____

Address/Domicilio: GARCES & SCOTFIELD NORTH EAST
CORNER.

Phone Number/Número de Teléfono: _____

City, State, Zip Code/Ciudad, Estado, Código Postal: _____

E-mail Address/Correo Electrónico: _____

(Use additional pages if needed/Usar paginas adicionales si es necesario)

8-14-12

P002-1

I WOULD PREFER THE BNSF ALTERNATIVE
THEN THE ALLEN'S WORTH. BECAUSE TO
CLOSE TO PROPERTY AND I'M CONCERNED
ABOUT NOISE & VIBRATION AND
ASTHETICS. VERY CONCERNED.

Ramona C Valladares
ANGEL CASTRO PLEASE CONSIDER THE
OTHER BNSF ROUTE.



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High-Speed Rail Authority



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Name/Nombre: Ramona C Valladares

Organization/Organización: GARCES & SCOTFIELD NORTH EAST

Address/Domicilio: CORNER

Phone Number/Número de Teléfono: _____

City, State, Zip Code/Ciudad, Estado, Código Postal: _____

E-mail Address/Correo Electrónico: _____

(Use additional pages if needed/Usar paginas adicionales si es necesario)

Prefero que construyan BNSF Alternative
Por alizbracion Ruidos muy serca
y Si abro mi puerta yo heo La serca
Esa es mi opinion no quiero nada
serca ni Ruidos por que tengo
Planes Parabibir

Ramona C Valladares

Response to Submission P002 (Ramona Valladares, August 14, 2012)

P002-1

Refer to Standard Response FB-Response-GENERAL-10.

The Authority used the information in the Final EIR/EIS and input from the agencies and public to identify the Preferred Alternative. The decision included consideration of the project purpose, need, and objectives, as presented in Chapter 1, Project Purpose, Need, and Objectives; the objectives and criteria in the analysis of alternatives; and the comparative potential for environmental impacts. The Preferred Alternative has the least overall impact on the environment and local communities, the lowest cost, and the fewest constructability constraints of the project alternatives evaluated.